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#### MARRIAGE.

On March 3rd, at Shanghai, GEORGE HERBERT WRIGHT, second son of William Wright, of Clifton, Bristol, to MRS. ELIZABETH, second daughter of William Bowie Buyers, of Shanghai.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

HONGKONG, MARCH 8th, 1910.

A NOTABLE contribution to public information regarding the Russian position in Manchuria was published in the London Daily Telegraph on the 15th ult. The anonymous author is evidently a Chinaman, who describes himself as "An Admirer of Li Hung Chang." The writer says he cannot call himself a statesman, and therefore as the spokesman of China he frankly admits that his claim to be heard is dubious, but when he mentions that he has had "the advantage of sitting at the feet of some of the greatest of them," among whom he reckons Li HUNG CHANG and the MARQUIS ITO, and that it has also been his good fortune to know personally the American and European history-makers and empire-builders with whom those two celebrities had intercourse, it will be recognised that the writer is a man who may claim to be heard on a problem in the creation of which the late Li HUNG CHANG played a most important part. Though everyone knows that all the trouble has arisen out of the concession made by China to Russia to carry her trans-Siberian railway across Manchuria, the story of how that concession was obtained from China has never before been so fully told as it is by this writer. We are taken back to the time of the war between China and Japan when, in the words of Li HUNG CHANG, China was "beaten, humbled, mulcted," and the old statesman

is represented as saying: "Beaten of political backers, allies, friends, we bowed our necks to the yoke. Then it was that Russia, our ex-enemy, arose, unsheathed her sword in our cause, and, at the risk of war, barred out the Jap from the Peninsula of Liaotung. And this she did unsolicited, that same Russia with whom we had had many disputes, and no treaty of alliance. Was this stark madness, or something else?" Subsequent history revealed to China that there was a good deal of method in the madness, and that more lay behind this astute diplomatic move than was disclosed at the time. Russia played her cards with extreme care. "After this," Li HUNG CHANG is recorded as saying, "Russia bound herself religiously to keep the integrity of our great Empire inviolate, and to smite the invading Jap, without delay or ruth. The avowed main-spring of her promise was the price we paid her, the railway through Manchuria. China, who believes in commercial honesty, leaned on this staff right heavily. She had nothing else to lean upon. But it broke in twain, and pierced the body it should have held up."

Russia herself occupied our land, of which she had voluntarily guaranteed the inviolability. Then we come to the time of the war between Japan and Russia in Chinese territory. "In the foreground of the picture you behold Russia in the double rôle of ally and foe, guaranteeing the integrity of China and violating it. Facing her is Japan, our secular enemy, drawing her sword, not against us, but to smite Russia, and drive her out of Manchuria! Aye, she is risking her political existence on the venture. Isn't it odd?" To take the pictures in their proper sequence we should have next one of the signing of the Portsmouth Treaty, wherein the two Powers agreed to restore entirely and completely to the exclusive administration of China all portions of Manchuria which at that time were in the occupation of the Japanese and Russian troops, excepting the leased territory in the Liaotung Peninsula. The BOSWELL to Li HUNG CHANG takes us at once to gaze on the picture of Manchuria as it is to-day, or rather on Kharbin, where the judicial tribunals are Russian, the land tenure is Russian, the schools are Russian, the taxing authorities are Russian and the prisons are Russian—all because a Russian railway exists there. All these political prerogatives are claimed as attaching to an industrial charter—pretensions which, as the writer says, are preposterous, and all arguments in their favor would be ruled out of court by international law.

It is when the writer tells the history of this railway that he is most interesting. The position at the start was that by taking a straight route across Manchuria for the railway to Vladivostok, Russia could economise 342 miles and keep clear of engineering obstacles of some magnitude. "To this peaceful invasion of her territory, China had, of course, to be persuaded to assent. And that meant that Li HUNG CHANG must first be won over, and then, through him, his Imperial mistress. It was a delicate task in appearance, but the Russian Government spread the net seductively and captured its prey without toil. The Tsar's Minister put a political face on the transaction. Russia, he explained, had based her Far Eastern policy on the integrity of China, and had shown herself the staunch friend of China by tearing up the Shimonski Treaty, thus ridding her of the presence of her enemies. Russia, positively yearned for opportunities of displaying friendship for China, being moved "as much by enlightened egotism as by sympathy, the vital interests of the two countries being virtually identical," while Japan's aims, on the contrary, were selfish and destructive. She hungered for Chinese territory and thirsted for Russian seas. "When, therefore, Japan next invades China—as she is certain to do—Russia's help will be at the disposal of her beloved neighbour. Her troops, her heavy guns. . . . But how are they to be moved up to the theatre of war? There are no roads, no waterways, no means whatever of communication. Active friendship between the two Empires obviously implies rapidity of communications for Russia's troops, and that in turn means a railway through Chinese territory. No railway, no alliance, is the formula in its simplest expression. It ultimately appealed to Li HUNG CHANG, who asked whether a real alliance was forthcoming. The Russian Government gave an affirmative answer, and clinched the matter." When the need of the railway was proven the Chinese plenipotentiary undertook to construct it with Chinese capital, but the Russian statesman demurred on the ground that the value of the line depended upon its prompt construction, whereas China would take ten or twelve

years over it. Russian statesmen were of the opinion that the procrastinating methods of the old Tsungli Yamen, and threatened to withdraw the proposal unless it was at once adopted. Before he caved in, however, Li HUNG CHANG went to Russia, and discussed the matter with the Tsar, and his reports to the Tsungli Yamen, which the writer incorporates in his article, shows that the Tsar substantially repeated to him the statements and assurances offered by his Minister at Peking. "The end of the course of suasion and menace, gracious audiences and Lucullan banquets to which Li HUNG CHANG was subjected in St. Petersburg and Moscow," was a secret treaty of six clauses, which sees the light of day for the first time in this article. It is a treaty of alliance against Japan, and gives Russia permission to construct the railways "in order to facilitate the access of Russian troops to the menaced points, and to ensure their means of subsistence." There were guarantees that the railway should not serve as a pretext for any encroachment on Chinese territory or any infringement of the rights of China's sovereignty. The treaty was to endure for fifteen years. It lapses at the end of the present year unless six months before the expiration of the term deliberations are entered upon for its renewal. To what extent has Russia fulfilled her obligations? Was not the alliance a false pretence? As the writer quite pertinently remarks, the state of affairs in Manchuria to-day constitutes a glaring violation of this Secret Treaty which can be invoked by the Chinese Foreign Office against the assumption of political jurisdiction by the Russian authorities in Kharbin. He suggests the amiable submission to arbitration of the whole question of the Russian railway and the political prerogatives which are claimed as belonging to it, but the reply to America's recent Note is a plain intimation that whatever doubts may exist under international law about Russia's right to be there, she means to sit tight.

The only cases of communicable disease in the Colony last week was an imported British case of small-pox.

The programme is out for the Shanghai Spring Race Meeting, which is fixed for May 2nd, 3rd and 4th.

Osaka merchants have founded a joint-stock company, with a capital of Yen 300,000, to work a coal-field recently discovered at Sany-mura, Atsuma-gun, Yamaguchi-ken.

The quantity of coal exported from Japan during the month of January was 1,591,948 tons, an increase of 295,215 tons on the figures for the corresponding period of 1909.

The death occurred on February 24, at Yokohama, of Mr. Henry MacArthur, aged sixty-five, whose life has been largely identified with that of the business community of Yokohama.

The Directors of the Shanghai and Hong-kew Wharf Co., Ltd., will recommend, at the annual meeting to be held on the 15th instant, the payment of a final dividend of Tls. 4 per share for the year 1909.

The Withers Company, who have won golden opinions in every port in the East, give a performance at the Theatre on Friday. Further information will be found in our advertising columns.

The way of the transgressor is hard. A thief who entered a house in Des Voeux Road and made up a parcel of clothing was descending the stairs when he slipped and fell, injuring his leg. He had to be taken to the hospital, and when he obtains his discharge from there he will have to face the Magistrate.

The return of visitors to the City Hall Library and Museum for the week ending the 6th March, 1910, shows that of non-Chinese there were 603 to the Library and 292 to the Museum, and of Chinese 346 to the former and 3,752 to the latter. The Library was, therefore, used by 955 persons and the Museum by 4,044.

The report of the Anglo-German-Brewery of Shanghai for the past year shows \$67,433, at credit of profit and loss account and a dividend of 5 per cent. is recommended, absorbing \$28,205. A sum of \$10,000 is placed to reserve account, \$3,028 carried forward to 1910, and considerable amounts are written off property and plant.

The changes amongst the British troops in Far Eastern garrisons next trooping season will be limited to the moves of the 2nd Battalion "The Buffs" from Hongkong to Singapore, the 3rd Battalion Middlesex Regiment from Singapore to India (Lebong), and the 1st Battalion the King's Own Light Infantry from Wynberg, Cape Colony, to Hongkong. The latter battalion is commanded by Lieut. Colonel L. H. Hamilton.

A prominent Filipino in Manila has been sentenced to six months' imprisonment for having stolen electric current from the Manila Electric Railroad and Light Company by means of a "jumper" placed on his meter. He was caught by means of a secondary meter placed outside the house, and all the current used inside the house would have been registered by both meters had the timer one not been provided with a "jumper."

It will be learned with deep regret and feelings of the utmost sympathy, says the N. O. Daily News, that the condition of Mr. A. Brooke-Smith, who recently met with a shooting accident on country, has rendered necessary the amputation of the leg below the knee. As a result of this drastic operation, which has so far proved satisfactory, it will be universally hoped that all anxiety regarding his health will be allayed.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Patient Lau Sz Nai ..... \$30  
D'Almada & Smith ..... 10  
Hon. Wei Yuk, C.M.G. .... 5  
E. D. Kotewal ..... 5  
Kot A. Shu ..... 2

Mr. J. F. Younge, the Advance Manager for the Bandmann Companies, arrived in Hongkong yesterday per P. & O. s.s. Nile from Singapore, where the new No. 1 Opera Company is meeting with the greatest success. We learn that the Company is an exceptionally powerful one and includes Mr. Harry Cole, Alfred Frith, Miss Connie Leon (by permission of Mr. George Edwards) and Miss Habs Helmer, from Daly's. Full particulars will be duly announced in our advertising columns. The season commences on March 18th with the great success "The Arcadians."

A cruel joke was perpetrated on a ricksha coolie on Sunday. A man came out of the Western Market carrying a stone jar, and seemed very anxious as to its safety while he stepped into the vehicle. He went to the Central Market, where he alighted, leaving the jar in charge of the coolie. Of course he simply went into the market by the one entrance and left by the opposite gateway. The coolie waited for him four hours and then he took the jar to the police station and told his story. The police decided to break open the jar and were surprised to find that it contained nothing but road metal and water.

#### SUPREME COURT.

Monday, 7th March.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

A QUESTION OF COSTS.

The Cheong Yek firm sued the Young Loi to recover \$150 on three claims.

Mr. F. X. d'Almada e Castro (of Messrs. d'Almada & Smith) appeared for the plaintiffs, and Mr. W. E. S. Shenton (of Messrs. Deacon, Looker & Deacon) represented the defendant.

Mr. d'Almada asked leave to withdraw two of the claims and to proceed to recover \$40 for money lent.

Mr. Shenton asked for costs incurred in connection with the two claims, in which points of law were involved, and had given him a great deal of trouble in looking up authorities, now the claims were withdrawn.

His Lordship—How can the Registrar decide the costs?

Mr. Shenton—By the way the bill is made out.

His Lordship said he would consider the matter when giving judgment.

Evidence was then proceeded with.

His Lordship entered judgment for the plaintiff for the amended claim and decided that each party defray its own costs.

#### THE YAMUATI MURDER.

SEQUEL TO A TRADE DISPUTE.

At the Magistrate's yesterday afternoon the hearing of the charge against three Chinese of having murdered a patriot at Yamuti on the 19th of December was commenced before Mr. E. R. Halifax. Mr. E. P. Hett appeared to prosecute, and Mr. Shenton, from the office of Messrs. Deacon, Looker & Deacon, acted for the defence.

Mr. Hett stated that the three prisoners and witnesses whom he would call were members of a rattran guild. Deceased, who was a rattran worker and seller, had apparently been getting his rattran worked from Canton and had in some instances employed workers who were not members of the guild. A witness would be called to prove that at a meeting of the guild at which the prisoners were present it was decided that the deceased should be attacked. Subsequently the prisoner, and others went from Wanchai, where they worked, to Yamuti, where deceased lived, and he was eventually stabbed to death in the streets.

The first witness would be able to identify the prisoners. There were a number of people concerned in the affair and the authorities at Canton had one man in custody for his share in the affair.

Evidence was then called and the hearing adjourned.

#### MR. M. W. SLADE, K.C.

CONGRATULATIONS OF THE COURT.

The Full Court sat yesterday morning to attend congratulations to Mr. M. W. Slade on the honour conferred upon him by His Majesty the King. Numerous members of the senior and junior bar were present.

His Honour the Acting Chief Justice said:—Mr. Slade, we desire to offer you our congratulations on the honour conferred upon you by His Majesty the King in elevating you to the rank of his Counsel. We are assured that the whole profession are sincerely gratified with your promotion, and this gratification will be shared by the community amongst whom you have practised with unequalled success for so many years.

Mr. Slade—Thank you, my Lord.

## TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

### FATAL SNOWSLIDES IN CANADA.

London, March 7th.

A Vancouver telegram states that while one hundred workmen, including many Japanese and Italians, were engaged in clearing the track of the Canadian-Pacific Railway after a snowslide from the Selkirk Range a second snowslide buried and suffocated ninety-two of them.

### AMERICAN FINANCIER'S VISION.

"A MIGHTY WAR IN THE FAR EAST."

London, March 7th.

A report from New York states that a financier named Seluff, in an extraordinary speech at a Republican luncheon, said he believed that a mighty war was coming in the Far East.

Japan, Russia and Great Britain, he said, made a compact to keep China in a state of vassalage, and this compact would constitute the world's greatest menace.

Americans would be drawn into Eastern affairs disagreeably unless they diplomatically defeated this compact.

### PRINCE FUSHIMI'S TOUR.

London, March 7th.

T. R. H. Prince and Princess Fushimi and suite have arrived at Madrid.

### LONDON COUNTY COUNCIL ELECTIONS.

A PROBABLE TIE.

London, March 7th.

At the London County Council elections the issues were economy versus civic progress.

The elections have resulted in the return of 59 Municipal Reformers and 57 Progressives, the latter gaining 21. Two results have yet to be declared, and these may produce a tie.

### SERIOUS AFFRAY IN BERLIN.

London, March 7th.

It is reported from Berlin that an enormous crowd attempted a demonstration in Treptow Park regarding the Prussian franchise question.

The approaches were blocked by the masses, and the police leaders were unable to halt owing to pressure from behind. The police suddenly began using their revolvers and sabres, and terrible confusion was created.

Thirty persons were injured, and one hundred arrests have been made.

### GERMAN EXPEDITION TO THE SOUTH POLE.

London, March 7th.

At a meeting of the German Geographical Society, Lieut. Filchner, known for his explorations in Central Asia, outlined a plan for a German expedition to the South Pole. He hoped to start in October from a base in Weddell Sea, and thus avoid trespassing on Scott's route.

### KING EDWARD.

London, March 7th.

The King has left for Biarritz.

[N.O. DAILY NEWS SERVICE.]

### CHINA AND TIBET.

Peking, March 1st.

The courier dispatched by the Dalai Lama arrived recently in Peking and brought with him dispatches for the British, French, German, Japanese, Russian and United States Ministers, stating the Dalai Lama's case and asking for intervention.

The Japanese Minister has pointed out that China's dismissal of the Dalai Lama without consultation with the Powers interested is a serious blunder. Japan in

virtue of her alliance will support Great Britain in the event of frontier troubles, which China is now provoking.

The other Powers are holding aloof. The Chinese Government is seriously perturbed by the Japanese communication.

### CHINESE LABOUR.

London, March 1st.

The last of the indentured Chinese left the Rand yesterday.

### UNIVERSAL PEACE.

London, March 2nd.

King Edward received at Buckingham Palace yesterday the Archbishops of Canterbury and York and the members of Convocation, and expressed pleasure at the recognition of his efforts to maintain the peace of the world.

His Majesty said that he was convinced that, as civilization advanced, Christian teaching would increasingly inculcate the love of peace. He prayed constantly that his country might be spared from war, which would involve the ruin of millions. Rarely in the world's history had desire for peace been more widely cherished than at present.

### LOCAL SPORT.

#### LEAGUE CRICKET.

HONGKONG C.C. "A" v. TELEGRAPHIC AND DODWELL'S C.C.

This League match was played on the Hong-kong Club Ground on Saturday afternoon and resulted in a draw. Scores:—

H.K.C.C. "A."	TELEGRAPHIC AND DODWELL'S C.C.
T. E. Pearce, c and b Warburton..... 45	
E. Irving, b Shields..... 15	
Dr. Aubrey, c Shields, b Oliver..... 15	
Le. Pelly, c and b Warburton..... 8	
H. Makin, b Young..... 13	
A. H. Young, at Irving, b Makin..... 24	
R. Lang, c E. Oliver, b Waterhouse..... 2	
A. Mackenzie, not out..... 25	
A. Wells, c and b Waterhouse..... 3	
A. Leigh, b Waterhouse..... 3	
B. Chapman, b Waterhouse..... 3	
Extras..... 11	
Total..... 143	

Bowling Analysis.	O.	R.	W.
E. E. H. Oliver..... 12	2	59	1
C. E. Shields..... 12	3	30	1
W. E. Warburton..... 5	0	18	2
A. H. Young..... 4	2	25	2
W. Waterhouse..... 3	2	7	4

TELEGRAPHIC AND DODWELL'S C.C.	O.	R.	W.
E. C. Oliver, run out..... 36			
W. Manning, run out..... 40			
B. E. H. Oliver, c Half, b Makin..... 28			
A. H. Young, at Irving, b Makin..... 24			
B. E. Beattie, c Pelly, b Makin..... 2			
W. E. Warburton, not out..... 2			
E. A. G. May, b Leigh..... 1			
W. Waterhouse, not out..... 1			
F. Metcalf and C. E. Shields, did not bat.			
Extras..... 5			
Total for 7 wickets..... 119			

Bowling Analysis.	O.	R.	W.
T. E. Pearce..... 10	2	23	0
H. Makin..... 9	0	40	3
Lieut. Pelly..... 5	0	24	0
A. Leigh..... 4	0	22	2

#### YACHTING.

##### CORINTHIAN YACHT CLUB.

The seventh Club race was sailed on Sunday, the course being Kowloon Rock (starboard), Cast Rock buoy (port), Channel Rock (port), Kowloon Rock (port) and home.

In the Handicap class times were missed, but the results of the race, together with the points to date, are as follows:—

	Points.
1—Ayeisha..... 22	
2—Corvinae..... 23	
3—Caresse..... 15	
4—Colleen..... 21	

HAYWARD HAYS' CLASS.

	h. m. s. Points.
1—Dorothy..... 12 49 47	41
2—Trinitie..... 12 51 18 1/2	37
3—Thekla..... 12 55 54	17
4—Joan..... 12 56 22	35
5—Spray..... 1 0 44	5
Aethora..... did not finish	27
Fus..... 27	

MOTOR BOATS.

In the sixth Club race four boats started, and the Phyllis did not finish:—

	Points.
Jean..... 1	
Corinthia..... 2	
Mercury..... 3	
The points of the boats to date are:—	
Mercury..... 37	
Jean..... 26	
Corinthia..... 23	
Corinthian..... 23	

#### KOWLOON BOWLING CLUB.

The annual meeting of the members of the Kowloon Bowling Club was held last night at the Pavilion and was largely attended. Mr. W. Russell, who presided, in proposing the adoption of the report and accounts, congratulated the members on the improved position of the Club, and read the report of the auditors, Messrs. Lowe, Bingham and Matthews, which stated that the books were well kept. The report was adopted. The new office-bearers elected were: President, Mr. D. Gow; Vice-President, Mr. D. Harvey; hon. secretary, Mr. T. Ramsay; hon. treasurer, Mr. E. L. Hughes; Committee—Messrs. G. L. Duncan, T. Petrie, W. Davidson, J. McDonald, J. M. Henderson, E. Brown, P. Nye. The treasurer and secretary were warmly thanked for their services, as was also the president. The meeting was informed that a local gentleman had offered a handsome bowl as a trophy for rink competition between the clubs on league principles, and the two delegates appointed to represent the club in making the arrangements for the competition were to act as club representatives in the proposed bowling league deliberations. It was agreed to install the telephone in the club premises and the cost of the installation was practically promised at the meeting.



## LICENSING BOARD.

A meeting of the Licensing Board was held at the Council Chambers yesterday afternoon. The Hon. Sir Henry May presided, and there were also present: The Hon. Mr. A. M. Thomson, the Hon. Mr. E. Osborne, Messrs. T. F. Hough, A. Shelton Hooper, D. W. Craddock and G. A. Woodcock (Secretary).

The Board met to consider an application from E. F. Yellermayer for the transfer to him from I. Silbermann of a publican's licence to sell by retail intoxicating liquors at 184, Queen's Road Central, under the sign of "The Globe Hotel."

The Secretary stated that there were no police objections.

Mr. Hooper—The application, I take it, is first made to the police. Haven't they made a report?

The Chairman—Yes.

Mr. Hooper—I think it might be read.

The Chairman read the report, which stated that the applicant had been in Hongkong only a few weeks, and nothing was known against his character. Information had been received that he formerly held a licence at 184, Queen's Road Central, but that the premises were burned down, and the licence was cancelled.

Mr. E. J. Grist (of Messrs. Wilkinson & Grist), who appeared for the applicant, stated that Mr. Silbermann had held a licence in respect of the Globe Hotel for seventeen years. He was now in poor health, and wished to return to Europe. He had entered into a contract for the sale of the goodwill of the business subject to the granting of this application. Mr. Yellermayer was 32 years of age, and had been in the Far East for seven years. He came out in 1903 and joined the Customs at Shanghai, continuing in that service for four years. Then he went to Hankow and opened a restaurant. Mr. Grist believed the applicant had been in Hankow for about nine months, after which he returned to Shanghai and joined an insurance company, with which he had been until the present time. He came to Hongkong for the purpose of buying this business subject to the Board granting his application. The applicant was present, and could answer any questions. There was a report before the Board from his Consul, which stated that the applicant had been known since he came to China, and there was nothing against him.

Mr. Hooper—He says his licence was cancelled at Hankow after the premises had been burned down. Was that only in consequence of the burning down of the business?

Mr. Grist—He gave up the business because it did not pay.

The Chairman—What is the consideration for the goodwill in this case?

Mr. Grist—I couldn't tell you right off. I think it is about \$8,000.

Hon. Mr. Thomson—Does he buy the stock, too?

Mr. Grist—The stock and everything, but not the premises. Mr. Silbermann bought the premises some years ago, and he is granting a lease for five years with the option of renewal for another five.

Mr. Craddock—At a rental?

Mr. Grist—Yes.

Hon. Mr. Osborne—In addition to the \$8,000?

Mr. Grist—Yes.

Hon. Mr. Osborne—What rent is he going to pay?

Mr. Grist—\$400.

The Chairman—For month?

Mr. Grist—Yes.

Mr. Hooper—Can you tell us the present assessment for the house?

Mr. Grist—I don't know.

The applicant was then called in and questioned.

The Chairman—I understand you had a licence in Hankow?

Applicant—Yes.

The Chairman—Why did you give it up?

Applicant—I had a grill room only, and it did not pay. Then my wife took ill and we left for the hills, leaving a manager in charge who took to drink. While away I received a telegram that my place was on fire, and on my return I had the manager arrested, but nothing was proved against him.

The Chairman—The reason you gave up the licence was?

Applicant—Because the grill room did not pay. The business was on the French Concession, and licences are not necessary there, as they are here.

Mr. Hooper—The papers before the Board say your licence was cancelled. Who cancelled it?

Mr. Grist—That is the police report in Hongkong, which is more or less misleading.

Mr. Hooper—The authorities did not cancel it?

Applicant—No.

The Chairman—What are you paying for taking over the premises of the Globe?—\$4,500 cash.

The Chairman—To what does that refer?

Applicant—The goodwill and the furniture.

The Chairman—How much for the furniture?

Applicant—Everything is included in that amount.

The Chairman—How much of the \$9,500 was paid for the goodwill, and how much for the furniture and fittings?

Applicant—I have not valued them separately.

Hon. Mr. Osborne—Have you valued the stock?

Applicant—My contract is for all stock opened.

For unopened stock I have to pay extra.

Hon. Mr. Osborne—Do you have to pay additional for wines not opened?

Applicant—Yes.

The Chairman—What is your lease?

Applicant—Five years, and five years' option.

The Chairman—What is your rental?

Applicant—\$475, and I have to pay taxes.

Hon. Mr. Thomson—What is the assessed value of the premises?

Applicant—I don't know.

Hon. Mr. Osborne—Were you insured in Hankow?

Applicant—Yes, for 4,000 taels.

Mr. Hooper—Do you know how much the rates are per month in respect of the Globe now paid to the Treasury?

Applicant—I think over \$50.

The Chairman—What did you get on your insurance policy on account of the fire?

Applicant—700 odd taels.

Mr. Craddock—The premises were only partially burned.

Applicant—They were not badly burned.

The insurance company paid me water damages.

Mr. Craddock—Was there any question raised by the insurance company?

Applicant—None whatever.

Mr. Hooper—In what office were you insured?

Applicant—The Law Union.

The Justices then considered the application in camera.

The Chairman subsequently informed the applicant that the Board had decided to grant the application, but at the same time they wished to remind him that the licence was an annual one. It would have to come up at the next session of the Board for consideration just like any other licence. Although the applicant had brought to their notice that he had paid a sum for the goodwill, and entered into a five years' lease with the option of renewal, the Board did not admit that his licence was anything but an annual licence, and it would be quite competent for them to refuse that licence at the next sessions, or at any future sessions.

## MACAO.

[FROM OUR OWN CORRESPONDENT.]

March 6th.

## THE OPIUM FARM.

At two o'clock on Saturday afternoon His Excellency the Governor and members of the Fazenda assembled to consider tenders for the opium farm. Only one was received, and this was from Sio Tang's nephew, who offered \$60,000. Sio Tang is one of the monopolists of the sampei and fantasia companies. With this greatly reduced tender (the last offer was \$141,700) the Government will no doubt regret its former refusal, and the Colony must suffer through its dilatory and unreasonable attitude.

Only a week previously tenders under new conditions were published in the *Boletim*. These, however, contained conditions which, while absolutely satisfactory from an official point of view, seemed with restrictions and disadvantages to the farmer. The revenue derived from the opium farm under the last contract was about \$360,000.

## THE MACAO LOTTERY.

In another month or so the Macao Lottery is also to be put up for sale by public tender, but I am afraid that the conditions under which the Government seek to let it are such that no tenders will be received. It is to be hoped that before tenders are due the Government will consider the matter seriously, as this is a productive source of revenue and also brings funds to the Santa Casa. The money derived from this source by the latter institution is utilised in assisting the poor.

While the lottery was farmed out to Chinese syndicates, the income derived from it was \$1,248,715.89. This amount was divided as follows: Local Senate, \$150,337.63; Fazenda, \$546,314.32; and the Santa Casa, \$552,063.94. It is to be remarked that during that period business was dull. Had it been otherwise, the income derived from this source would probably have been much larger.

## RELIEFS.

The Dutch steamer *Van Horn* arrived here last Thursday with some 150 soldiers to relieve the time-expired men in the garrison. She left on Saturday with 80 soldiers on board who will be transhipped at Singapore to the Dutch mail which proceeds direct to Lisbon.

THE MURDERED GERMAN SAILOR.  
The sailors of the German gunboat *Taigant* have placed a beautiful wreath over the grave of their comrade who was shot here in December last.

## ROULETTE.

It is reported that a Chinese syndicate is being formed here and that it will petition the Government for permission to establish a roulette table in Chinatown. It is stated that the rules and conditions of an existing establishment will be applied and that only Chinese from outside will be permitted on the premises.

## AN ORDER FROM LISBON.

An order has been received from the Lisbon Government directing Senor Miranda Guedes, Director of the Public Works Department, to proceed to Singapore to inspect the houses there belonging to the Portuguese Mission and to report on the matter to the Portuguese Government.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Singapore Maru* (Bombay Line) left Shanghai on the 6th inst., and is expected here to-morrow.

The Shire Line str. *Glamorganshire* left Singapore for Hongkong on the 5th inst., and may be expected here on or about the 12th inst.

The str. *Glenrae* left Singapore on the 6th inst., and is due here on or about the 12th inst.

The T.K.K. str. *Chips Maru* left Yokohama on the 7th inst., en route to Hongkong, and is scheduled to arrive at this port on the 15th inst.

The P.M. str. *Asia* arrived at San Francisco for this port via Japan and Manila on the 4th inst., and is expected to arrive here on or about the 12th inst.

The Dredwell New York Line str. *Shimoda* arrived at New York on the 2nd inst.

The C.P.R. str. *Empress of India* left Yokohama on the 6th inst., at 3 p.m. for Vancouver and Victoria, B.C.

## COMPANY MEETING.

## THE UNION WATER BOAT CO., LTD.

The annual meeting of the Union Water Boat Co., Ltd., was held at the Company's offices, Messrs. Dodwell & Co., yesterday afternoon. Mr. G. H. Modbury presided, and there were also present: Messrs. J. W. C. Bonnar, D. Clark, C. G. Gok, R. Shewan and T. Knaumoto (Consulting Committee), S. E. Castill (Secretary), E. G. Barrett, J. D. Anld, G. B. Edwards, E. A. G. May and Captain J. E. Roach.

The Secretary read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen.—The report and accounts having been circulated I propose to take them as read. I regret the results of last year's working are so unfavourable, but considering the well-known depression that has existed in the shipping trade, shareholders, I think, will not be surprised at the falling off of profit on trading; coincidental with this it has been our misfortune to have to meet the cost of exceptional repairs. Damage to the extent of \$7,000 was caused by the typhoon of October 20th, and bills for upkeep and maintenance were very heavy indeed, all of which, however, have been debited to working account. I am glad to say we have been able to dispose of our two oldest boats during the year, though the price realised was only some \$3,300. The boats being expensive to run and too old and dilapidated to repair, we considered it in the best interests of the Company to sell them at what, after all, was their break-up value.

The remaining boats taken over from the Hongkong Steam Waterboat Co. have been thoroughly overhauled and repaired, and our Superintendent reports that all our ten boats are now in first class condition. I hope, gentlemen, you will approve of the balance of profit and loss account being transferred to a special repairs account. I would mention that the object of this special account is to form a fund to cover exceptional repair bills we may have to meet, and also to serve as the nucleus of an insurance fund for such of our boats as are uninsured. With the improving conditions of trade the prospects for the present year are distinctly more favourable, and I think we can reasonably expect better results in the future. I now beg to move that the report and accounts be received, approved, and adopted. After this resolution has been seconded I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. SHEWAN seconded, and the motion was carried.

On the motion of Captain ROACH, seconded by Mr. EDWARDS, the appointment of Mr. P. J. Bisechop to the Consulting Committee was confirmed.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance.

The report is as follows:—

The general managers beg to submit their annual report and statement of the Company's accounts made up to 31st December, 1909.

The net profits for that period, including \$172.51 brought forward from last account, and after allowing for bad debts, consulting committee and auditor's fees, amount to \$1,956.18, which is proposed to carry to a special repairs account.

Consulting Committee.—Since the last meeting Messrs. G. C. Moxon, S. Silverstone and H. J. Van den Bosch have resigned, and Mr. P. J. Bisechop has joined the committee.

Auditor.—The accounts under review have been audited by Mr. A. O'D. Gourdin.

DODWELL & CO., LTD., General Managers.

Hongkong, 23rd February, 1910.

BALANCE SHEET, 31st DECEMBER, 1909.

LIABILITIES.

Share capital authorised—50,000 shares of \$10 each \$500,000

Issued—27,723 shares of \$10 each fully paid ... 277,230.00

Sundry creditors ... 7,832.18

Unclaimed dividends ... 687.80

Profit and loss account, balance ... 11,956.18

\$297,706.16

ASSETS.

Waterboats as per last account ... 253,165.00

Less amount written off ... 13,155.00

Sale of old boats 3,302.85

\$243,312.85

Pipes and staging as per last account ... 1,000.00

New pier ... 4,550.20

Furniture ... 50.00

Cash in bank and in hand ... 4,555.89

Hongkong bank fixed deposit ... 43,200.00

Hongkong Government deposit ... 500.00

Sundry debtors ... 5,942.92

Stock of hose, etc. ... 1,200.01

\$297,706.16

PROFIT AND LOSS ACCOUNT for the year ending 31st December, 1909.

Dr.

To consulting committee's fees ... \$700.00

To auditor's fee ... 100.00

To bad debts ... 21.85

To balance ... 11,956.18

\$12,778.03

Cr.

By balance from last account ... \$172.51

By profit on trading for the year ... 16,762.28

By interest ... 1,792.24

By transfer fees ... 51.00

\$12,778.03

## THE HORTICULTURAL SHOW.

The Annual Flower and Vegetable Show of the Hongkong Horticultural Society opened in the Public Gardens this afternoon. The schedule contains no fewer than 90 classes in which prizes are offered.

## SHIPPING NOTES.

Cargo to the value of one million pesos is reported to have been lost by fire on the Company Transatlantica's liner *Isla de Leon* (8,130 tons). The fire broke out while the ship was in the Straits of Messina last month. The passengers were rescued and conveyed to Barcelona. The ship had to be beached.

The *Jiji* says the Nippon Yusen Kaisha will in the near future construct two liners for their European run—one having an aggregate tonnage of 8,500 tons, and the other 10,000 tons. The Company will also build two liners for their American run—one of 8,000 tons, and the other 9,000 tons. It is stated that in April the Company will dispatch officials to Europe and America in connection with the new undertaking.

The Norddeutscher Lloyd steamer *Meile* is at present undergoing repairs at the hands of the Shanghai Dock and Engineering Co., as the result of injury sustained during her last passage down the Yangtze river. The *Meile* left Hankow on February 20th, and just below Tiger Hill struck an uncharted rock in the Huang Winter Channel. She got off without assistance and without damage to cargo, reaching Shanghai in safety, but upon being placed in the Old Dock an examination by Lloyd's surveyor showed that the bottom of the ship had been rather badly damaged. It is anticipated that the repairs will take about five weeks.

The Japanese shipping subsidies were discussed in the Diet last month. Following is an extract from a report of the proceedings:—

Mr. Takeda (Progressist) made an attack on the Government in regard to the shipping subsidy. He dwelt upon the small results of the immense subsidies granted to the Nippon Yusen Kaisha, the Toyo Kisen Kaisha, and other steamship companies, which he attributed to the neglect of Government supervision over the working of the companies.

Mr. Nagaschiji, Vice-Minister of Communications, in reply, said that the Government was exercising a careful supervision. By adopting the new Ocean Navigation Subsidy Law last year the Government had curtailed the amount of subsidy to the lowest possible minimum. The result of the working of the Japan-China Steamship Company was so far unsatisfactory, but in view of the fact that only a short time had elapsed since its formation, its business was making sound progress.

Mr. Takeda pointed out that the Toyo Kisen Kaisha had declared a loss of ¥300,000 for the first half of last year. He asked how this had occurred.

The Vice-Minister of Communications explained that the losses were the accumulative result of many preceding periods. The loss on the South American service of the company was largely responsible.

The Khedive of Egypt has submitted to the General Assembly a new draft convention with the Suez Canal Company for the renewal of the concession which expires on Nov. 17, 1968, for another period ending Dec. 31, 2008. In doing so he declared that the Egyptian Government regarded the new Convention as acceptable, provided that the company admit certain modifications. The advantages suggested to Egypt were simply satisfactory. According to the terms proposed, the annual net revenue of the canal from Jan. 1, 1909, up to Dec. 31, 2008, will be divided in equal parts between the company and the Government on the following conditions:—

(1) In case the annual net revenue is inferior to one hundred million francs (24,000,000), the company will take fifty million francs (12,000,000) and the Government the remaining amount; (2) in case the annual net revenue does not exceed fifty million francs (12,000,000), it will be allotted in its entirety to the company. The Government will forego the 15 per cent. of the receipts allotted to the Egyptian State from Jan. 1, 1909, by the convention in force. The company will pay the Government four million Egyptian pounds in four equal instalments, payable on Dec. 15, 1910, and on the same date of the following three years. The company will also pay to the Government the following percentage of the net revenue from the year 1921 to the end of 1958:—

From 1921 to 1930, 4 per cent.; from 1931 to 1940, 6 per cent.; from 1941 to 1950, 8 per cent.; from 1951 to 1960, 10 per cent.; from 1961 to 1968, 12 per cent. The Government may be represented on the board of administration of the company from the beginning of the year 1909 by three members.

The proposed Convention is not to be allowed to go through without a firm protest from British shipowners. The Council of the Chamber of Shipping of the United Kingdom recently wrote to Sir Edward Grey, urging the Foreign Office to prevent the company from obtaining a renewal for a prolonged period of its power "to charge the exorbitant dues which it at present does," which were, it was stated, most detrimental to trade with the East and Australasia. Further, it is contended that no new arrangements should be sanctioned without securing for Great Britain an adequate representation on the Suez Canal Company. Considerable indignation is also expressed in business and shipping circles in Germany that the present high dues should be maintained.

The Pacific Steam Navigation Company's steamer *Lima* ran ashore in the Huamblin passage in the Magellan Straits. She is believed to be a total loss. The British steamer *Hatfield* rescued 205 of those on board. The *Lima* was almost a new steamer, of 5,000 tons, built for the company's cargo and intermediate passenger traffic, and was not one of the mail-carrying steamers. She had no accommodation for first cabin passengers.

It is believed that the majority of the passengers were Spaniards. The crew numbered from sixty to seventy, and probably most of them were from Glasgow and Liverpool.

The Canadian Grand Trunk Pacific Company propose to run a service of ships in the coastwise trade in competition with the Pacific Coast Steamship Company. It will also run vessels as far north as Shigway, competing for the Alaska trade.

After the disastrous experience of the year 1908, the Hamburg-American Line has rapidly got back to more prosperous times. The gross profits for last year, namely, 32,000,000 marks, are exactly double those for 1908, and are 5,000,000 marks in excess of those for 1907. The result of the year's operation is the declaration of a dividend of 6 per cent., as against nothing for 1908, while a substantial balance is set aside for depreciation and for strengthening reserve and insurance funds.

The intention that the cash at bankers at the end of 1909 was 34,000,000 marks, as compared with 18,000,000 at the end of 1908, is also suggestive of more healthy financial conditions. In all the circumstances it is not surprising that reports have been set about that the Hamburg-American Line have it in contemplation to build two mammoth steamers exceeding in point of dimensions the big Cunarders.

When this statement is sifted it turns out that the company have ordered in Great Britain a couple of steamers of 12,000 tons each for one of their numerous services, but that no very big liners are definitely projected. It does not, however, at all follow that the story is without the element of possibility. It is well known that, prior to the "stump" in the North Atlantic trade, the Hamburg-American Company ordered a very big passenger steamer from Messrs. Harland & Wolff. Things had gone so far that it was indicated what new ideas were to be embodied in the ship. Yet, with perfect propriety, in view of the depressing situation in the Atlantic trade, the order was cancelled. That this big ship and another must ultimately be constructed goes almost without saying, for the Germans will not for ever be content to allow the Cunard and the White Star to have by far the biggest ships in the world.

## THE AMERICAN MERCHANT MARINE.

## THE PARTY ATTITUDE TOWARDS THE SUBSIDY BILL.

The *San Francisco Chronicle* has the following article on this subject:—

The National Republican platform of 1908 has the following declaration of the Republican policy in respect to the encouragement of an American merchant marine:—

"We adhere to the Republican doctrine of encouragement to American shipping, and urge such legislation as will revive the merchant marine prestige of the country, so essential to the national defence, the enlargement of foreign trade and the industrial prosperity of our own people."

One may confess that this plank is not so specific as it might have been, but in the light of the discussion in recent years, and of the demonstration that has been made that there is no legislation which will help our merchant marine except assistance from the Treasury such as other countries give, the language can only be understood as a pledge of the party to enact a postal subsidy. If there is any Republican Congressman from the Middle West or elsewhere who thinks that language not sufficient to bind him, he should be forever debarré from asserting that the platform contained any pledge to "revise the tariff 'downward.'" He cannot hold to the latter doctrine without confessing himself bound to vote for a postal subsidy to American ships.

A bill for that purpose, introduced by Representative Humphreys of Washington, has been favourably reported to the House by the majority of the Committee on Merchant Marine against the protests of the Democratic members, who declared there had not been time to consider it. In view of the fact that the subject has been under discussion for the last decade, it is evident enough that the real desire of the Democratic members is to delay the report until the passage of the bill at the session will be impossible.

The bill is substantially the same as the law now in force authorising the Postmaster-General to pay certain rates to American-built ships of a specified character for carrying the mails to foreign countries. The essential change is that it extends the rates authorized by the present law to be paid to twenty-knot ships, to sixteen-knot ships sailing to South America, the Philippines, China, Japan and Australasia. The reason for this is that there is not yet sufficient traffic on the designated routes to justify putting on twenty-knot ships, even with the liberal postal rates allowed. It is provided, however, that the total sum paid for carrying foreign mails shall not exceed the total estimated revenue from that service. The profits from the routes where there is a large established traffic are to be used to secure the establishment of a mail service where there is reason to expect that traffic can be created. Certainly this is not a measure justifying such a fearful outcry as the Democrats have set up against it. A tonnage duty of 12 cents a ton for each entry, not exceeding 60 cents per ton per annum, is imposed on all ships engaged in foreign trade except with near-by countries, 80 per cent. of which is remitted to American ships carrying a specified number of American boys under 21.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 12.10 p.m.—The barometer has risen slightly in Japan, and fallen moderately over the Yangtze valley.

Pressure remains low over the N. part of the Sea of Japan, and probably a depression is approaching N. China from



## NOTICE

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## NEW ADVERTISEMENTS

REPRESENTATIVE for China required by well known British Manufacturers of Worcesterware Sauce, Pickles, etc. Applicants must have first class connections with best European and Native Buyers. Apply "ALPHA," Care of Keymer's Advtg. Agency, 3, Whitefriars Street, London, E.C.4.

## NOTICE TO MARINE ENGINEERS

APPLICATIONS are invited for the situation of an ENGINEER for H.M. Tug "CHERUB" and a 2nd ENGINEER for H.M. Tug "ATLAS." Candidates should send particulars of their services, qualifications and age to THE CHIEF ENGINEER, H.M. Dockyard, Hongkong, before Monday, the 14th March, 1910.

## HIGH-CLASS PROVISIONS.

THE WELCOME STORE,  
General Storekeepers,  
No. 81, DES VŒUX ROAD, CENTRAL.

DEALERS in Canned Goods of every description, from the most famous European and American Manufacturers. Suppliers of all kinds of Provisions to Cantines, Clubs, Hotels, Steamers and Families. Prices charged exceedingly moderate, and orders executed at any time at short notice, with most careful attention and promptitude.

## THEATRE ROYAL.

ON FRIDAY, MARCH 11th.

## WITHERS COMPANY.

## FAREWELL CONCERT

Positively only one performance by this Famous Company.

MADAME MARGARET ELEY ... Solo Piano.  
HERBERT WITHERS ... Solo Cello.  
CHARLES BENNETT ... Baritone.

## PLAN AT ROBINSON'S.

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALAKKA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. On 29th March.

For freight and further information, apply to DODD & CO., Ltd., Agents.

Hongkong, 8th March, 1910.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR MALAKKA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"MACEDONIA,"

Captain J. D. Andrews, R.N., carrying His Majesty's Mails, will be despatched from this

for London Direct, calling at Bombay for passengers and mails, on SATURDAY, the 19th March, 1910, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 8th March, 1910.

## THE SWATOW DRAWN WORK Co.

17A, QUEEN'S ROAD CENTRAL.

## MANUFACTURERS of the best quality of

Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.

Hongkong, 25th December, 1909.

## GRAU &amp; CO.

27, DES VŒUX ROAD.

Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited.

## PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary at 12 o'clock (Noon) TO-MORROW (WEDNESDAY), the 9th March.

THE TRANSFER BOOKS of the Company will be CLOSED from the 2nd February to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd., Hongkong, 15th February, 1910.

## THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-FIRST MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 10th March, 1910, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st December, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from 25th February to 10th March, both days inclusive.

By Order, H. F. HICKMAN, Acting Secretary, Hongkong, 17th February, 1910.

## THE CHINA-BORNEO CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at Noon, on TUESDAY, the 15th March, 1910, to receive a Statement of Accounts to the 31st December, 1909, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st March to the 14th day of March, both days inclusive.

THE CHINA-BORNEO CO., LTD., W. G. DABRY, General Manager, Hongkong, 28th February, 1910.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 19th day of March, 1910, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and for the purpose of electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 10th day of March, 1910, until SATURDAY, the 19th day of March, 1910, both days inclusive.

SHEWAN, TOMES & Co., General Managers, Hongkong, 3rd March, 1910.

## CHINA SUGAR REFINING CO., LTD.

## NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Peddar's Street, on TUESDAY, the 24th March, at 11 a.m., for the purpose of receiving the Report and Statements of Accounts for the year ending 31st December, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 4th March, 1910.

## LUZON SUGAR REFINING CO., LTD.

## NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Peddar's Street, on THURSDAY, the 24th March, at 11.30 a.m., for the purpose of receiving the Report and Statements of Accounts for the year ending 31st December, 1909.

THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 4th March, 1910.

## GREEN ISLAND CEMENT CO., LTD.

## LOST.

CERTIFICATE of 50 Shares standing in the Register of this Company in the name of Wong Yik has been LOST.

Serial No. 8991-188693/188742=50 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers, Hongkong, 18th February, 1910.

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .555G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co, Hongkong, 26th October, 1906.

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 6 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co, Hongkong, 6th March, 1907.

## AUCTIONS

E. 222 R.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-DAY (TUESDAY),

the 8th March, 1910, at 10 a.m., at ARMY Ordnance Stores, Queen's Road East, The Following GOVERNMENT STORES,

At THE ARSENAL YARD:-

ONE ENGINE, TABLE with GLASS TOP, HAND WATER-CAST BRASS, CUPRO-NICKEL, CUPRO-NICKEL, COPPER, LEAD, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TARRIED and PLAIN CANVAS, ROPE, DOOSOOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c., &c.

Also, A Quantity of OLD CLOTHING.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:-Cash on delivery. All faults and errors of descriptions at Purchasers' risk, on the fall of the hammer.

All lots to be cleared within 84 hours.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 7th March, 1910.

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have instructions to Sell by Public Auction On MONDAY,

the 14th March, 1910, at 12 o'clock Noon, at their AUCTION ROOMS, No. 8, Des Vœux Road (Corner of Ice House Street),

VALUABLE LEASEHOLD PROPERTY in Two Lots Nos. 20 and 21, PRAYA KENNEDY TOWN and Nos. 454, 456, 458, 460 and 462, DES VŒUX ROAD, WEST, VICTORIA, HONGKONG.

The Property comprising LOT I. is registered in the Land Office as MARINE LOT NUMBER TWO HUNDRED AND SIXTY-THREE, and is held for the residue of a term of 999 years from the 24th June, 1887, at a Crown Rent of \$155 per annum. Area 12,235 square feet or thereabouts, and is used for Godowns capable of producing a monthly rental of \$500.

The Property comprising LOT II. is registered in the Land Office as SECTIONS A, B, C, D and E of MARINE LOT NUMBER ONE HUNDRED AND TWENTY-SIX, and is held for the residue of a term of 999 years from the 24th December, 1865, at an appurtenant Crown Rent of \$78.33 per annum. Area 8,620 Square feet or thereabouts, and is used for Godowns capable of producing a monthly rental of \$440.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors, DEACON, LOCKER & DEACON, 1, Des Vœux Road, Central, Victoria, Hongkong, and also from The Auctioneers.

Hongkong, 5th March, 1910.

## FOR SALE

THE HONGKONG MILLING CO., LTD. (IN LIQUIDATION).

FOR SALE, with immediate possession, all the lands comprising the HONGKONG MILLING COMPANY'S Estate at Junk Bay, with the exception of the lot on which the Mill Buildings are erected. The Property for Sale includes New Kowloon Marine Lot No. 5, New Kowloon Farm Lot No. 5, New Kowloon Island Lot No. 31 and 32 and Sai Kung Island Lot No. 5, all the above except, Sai Kung Island Lot No. 5, are situated on the South side of Junk Bay, about nine miles from the City, having a frontage of about 2 1/2 miles, with deep water. Junk Bay is well sheltered and a recognised refuge for large ships in typhoon weather. Sai Kung Island Lot No. 5 is situated about 400 feet above the level of the sea and has a reservoir of about five acres with a dam about 35 feet high. There is in the driest time of the year a flow of about 250,000 gallons of water per day and an average supply of about 1,000,000 gallons a day. There are three well-built bungalows on the property. A Police Station is erected on a prominent spur commanding a view of the whole property. Further particulars of the property may be obtained from the Undersigned, to whom offers should be addressed not later than the 11th March. The Undersigned does not bind himself to accept the highest or any offer for the property.

HORACE PRECY SMITH, Chartered Accountant, Official Liquidator, 5, Queen's Road Central, Hongkong, 25th February, 1910.

## NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE - - - - \$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1910.

## FOR SALE

REMAINING Portions of MARINE LOT 31 and 32, at PRAYA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply to G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG, Hongkong, 8th June, 1906.

## TO LET

## TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st March, 1910.

## TO LET.

NEW and COMMODIOUS SHOPS, 1st Floor, 1st Floor, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 42, Yauwatt, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 1st December, 1909.

## TO LET.

RESIDENTIAL FLAT, Hotel Mansions, OFFICES, Hotel Mansions.

Apply to HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910.

## TO LET.

A HOUSE in Wong Nei Chong Road. A HOUSE in RYDON TERRACE.

OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 9, MACDONNELL ROAD, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS.

FLATS in MORETON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st March, 1910.

## TO LET.

HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RYDON TERRACE. OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 9, MACDONNELL ROAD, No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS.

FLATS in MORETON TERRACE. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st March, 1910.

## TO LET.

THE GROVE, MACDONNELL ROAD, Hongkong, 8-Roomed House, fitted with Electric Light, detached Servants Quarters and Tennis Court, from 1st May, 1910.

Apply to PERCY SMITH & SETH, Hongkong, 11th January, 1910.

## TO LET.

FIRST FLOOR of No. 4, Des Vœux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

No. 9, PRAYA ROAD, "DEVONIA," containing 6 ROOMS, Gardens, Tennis Court, Servants' Quarters.

One GODOWN in MASON'S LANE. Apply to DAVID SASSOON & Co., Ltd., Hongkong, 8th March, 1910.

## TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to HO YU MING, 81, Queen's Road Central, Hongkong, 8th December, 1909.

## TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st March, 1910.

## TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st March, 1910.

## TO LET.

NOS. 19, 23 and 25, SHELLEY STREET, 5-Roomed Houses.

Furnished for 9 Months from 1st April, 5, Century Crescent, Kennedy Road, 5 ROOMS, well furnished, including Plans.

No. 9, BEACONSFIELD ARCADE (S.P.).

BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.

For 6 months from 1st May, 1910, MOUNT GOUGH, 119A Peak, Plantation Road, Fully Furnished, 2 Sitting Rooms and 4 Bed and Bath Rooms, and use of Tennis Court with others.

PREMIERES at SHAMPOON, CANTON, lately in occupation of the Canton Kowloon Railway.

CHILTONDALE (furnished), No. 100, Peak, 1st April to 1st October, 1910.

THE EYRIE, No. 15, Peak, Six Rooms, Tennis Court and very Large Garden.

LAD BROKE, No. 9, Conduit Road, from 1st May, 1910.

No. 3, DES VŒUX VILLAS, No. 52, Peak, from 1st April, 1910.

No. 34, DUDDELL ST., 1st Floor, lofty Godown, about 58 feet by 36 feet.

HOUSES in BELLILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.-46a Queen's Road, commanding a magnificent view of the Harbour and adjacent islands.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 4th March, 1910.

## TO LET.

"TANTALLON," 126A, BARKER ROAD, Rent \$225 per Month. Seen by appointment only.

Apply to GODDARD & DOUGLAS, Hongkong, 12th December, 1909.

## TO LET

## TO LET-MODERATE RENTS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 3rd March, 1910.

## TO LET.

FROM 15TH MAY TILL 1ST OCTOBER, A.C.

STRATHALLAN, 31, ROBINSON ROAD, 6-ROOMED HOUSE, Furnished, Electric Light, Tennis Court.

Apply to LEUTER, BRÜCKELMANN & Co., Hongkong, 3rd March, 1910.

## TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. From 1st April next. Furnished or Unfurnished.

Apply to ABRATON V. APCAR & Co., 14, Des Vœux Road, Central, Hongkong, 3rd March, 1910.

## TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 1st March, 1910.

## TO LET OR FOR SALE.

DERRINGTON, PEAK ROAD, No. 8. SHORNCLIFFE, Garden Road, 7.

For Particulars apply to C. SCHRÖTER, King's Buildings, 11th, Care of Garra's, Börner & Co., Hongkong, 1st December, 1909.

## DAVID COESAR &amp; SONS

MERCHANT NAVY BOILER LONG FLAX RELIANCE CROWN TARPULING ARNOLD, KARBURG & CO Sole Agents.

## BANKS

## NEDERLANDSCH-INDISCH HANDE







## SHIPPING.

## ARRIVALS.

ANTUNG, Norwegian str., 904, Ole O. Danielson, 7th March—Chinking 2nd Mar., Ground-nuts—Angard, Thoresen & Co.  
 INDIEN, Danish str., 3,612, Saba, 7th March—Duty 1st March, Beans—Molbers & Co.  
 MANCHURIA, American str., 8,750, A. Dixon, 7th March—San Francisco 8th February, General—P. M. S. S. Co.  
 PAKLAT, German str., 1,018, J. Wenzel, 6th March—Bangkok 26th February, General—Butterfield & Swire.  
 WINGANG, British str., 7th March—Canton.  
 WELSH PRINCE, 3,218, A. B. W. Sheppard, 6th March—Shanghai, 5th March, General—Arnold, Karberg & Co.  
 YUEHANG, British str., 1,123, P. H. Rolfe, 7th March—Manila 4th March, Sugar, Hemp, Cigars and General—Jardine, Matheson & Co.  
 ZAPIRO, British str., 2,628, R. Rodger, 7th March—Manila 4th March, Hemp and General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 7th March.  
 Amigo, German str., for Haiphong.  
 Antung, Norwegian str., for Canton.  
 Olava, German str., for Hongkong.  
 Fuku Maru, Japanese str., for Milke.  
 Heilan, British str., for Swatow.  
 Hongkai, British str., for Amoy.  
 Kufung, British str., for Shanghai.  
 Stachon, British str., for Singapore.

## DEPARTURES.

6th March.  
 ANHUI, British str., for Canton.  
 DAIJIN MARU, Jap. str., for Swatow.  
 FUKU MARU, Jap. str., for Moji.  
 HAINAN, British str., for Swatow.  
 MEIPOO, Chinese str., for Shanghai.  
 PHRANGAN, German str., for Swatow.  
 7th March.  
 CHANGCHOW, British str., for Canton.  
 JAFERA, British str., for Hilo.  
 KWANGTAI, Chinese str., for Canton.  
 TASHIAN, British str., for Canton.

## VESSELS IN DOCK.

March 7th.  
 KOVLOON DOCK—Ho Lima, Seang Bo, Kiangtung, Providence, H.I.C.M.S. Kwong Hot.  
 CORMORANT DOCK—Hong Bo.

TATCOO DOCK—Union Water Boat No. 8 and 9, Nanchang, Kwelin, Shansi, Tientsin, Ichang.

## VESSELS ON THE BERTH

## THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK.  
 (With Liberty to Call at the Malabar Coast).

## THE Steamship

"WELSH PRINCE"  
 will be despatched for the above Ports TO-DAY, the 8th March, 1910.  
 For Freight or Passage, apply to  
 ARNHOLD, KARBERG & Co.,  
 General Agents.  
 Hongkong, 1st February, 1910. [246]

## CANADIAN

## PACIFIC RAILWAY CO.

## FOR VANCOUVER.

## THE Steamship

"KUMERIC."  
 From Hongkong,  
 ON SATURDAY, the 12th March.  
 FOR VANCOUVER DIRECT.  
 To be followed by the  
 ATYMERIC ... 7th April.  
 SUVERIC ... 5th May.  
 OCEANO ... 2nd June.  
 KUMERIC ... 30th June.  
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West India.  
 For further information regarding rates of freight, etc., apply to  
 CANADIAN PACIFIC RAILWAY CO.,  
 Hongkong.  
 Hongkong, 2nd March, 1910. [351]

## "INDRA" LINE, LIMITED.

For NEW YORK.  
 (With Liberty to Call at the Malabar Coast).

## THE Steamship

"INDRABELLI."  
 Capt. Piloher, will be despatched as above on or about the 15th March.  
 For Freight apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 24th February, 1910. [324]

## "SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"FLINTSHIRE."  
 Capt. G. C. Cundy, will be despatched as above on or about the 1st April.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 3rd March, 1910. [358]

## "SHIRE" LINE OF STEAMERS, LIMITED.

For LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"GLAMORGANSHIRE."  
 Captain H. C. Norris, will be despatched as above on or about 21st April.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 3rd March, 1910. [359]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "Lw," together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	JAVA	Brit. str.	—	A. Thompson, R.N.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, &c., via Usual Ports of Call	MADEIRA	Brit. str.	—	J. D. Andrews, R.N.	P. & O. S. N. Co.	On 19th inst., at Noon
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 1st April
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st April
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—	Müller	MELCHERS & Co.	Beginning of April
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOTIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERICA LINE	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Girard	HAMBURG-AMERICA LINE	On 22nd inst.
MARSEILLES & c., via Ports of Call	ERNEST SIMONS	Franch. str.	—	Habel	MELCHERS & Co.	On 15th inst., at 1 P.M.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Wm. Thompson	HAMBURG-AMERICA LINE	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 16th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KASAGAWA MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HYAKUSHI MARU	Jap. str.	—	Fass	NIPPON YUSEN KAISHA	On 30th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPERIA	Ger. str.	k.w.	T. Murai	HAMBURG-AMERICA LINE	On 3rd April
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	C. Dewers	NIPPON YUSEN KAISHA	On 13th April, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	Piloher	MELCHERS & Co.	To-morrow, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRABELLI	Brit. str.	—	JARDINE, MATHESON & Co., Ltd.	JARDINE, MATHESON & Co., Ltd.	About 16th inst.
NEW YORK	SIKH	Brit. str.	—	DODWELL & Co., Ltd.	DODWELL & Co., Ltd.	On 29th inst.
NEW YORK	WELSH PRINCE	Am. str.	—	ARNHOLD, KARBERG & Co.	ARNHOLD, KARBERG & Co.	To-day
BOSTON & NEW YORK	KUMERIC	Brit. str.	—	J. Mathie	DODWELL & Co., Ltd.	On 12th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	KUMERIC	Brit. str.	—	J. Mathie	DODWELL & Co., Ltd.	On 12th inst.
VANCOUVER (DIRECT)	KUMERIC	Brit. str.	—	J. Mathie	DODWELL & Co., Ltd.	On 12th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2m.	J. Mathie	DODWELL & Co., Ltd.	On 12th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2m.	J. Mathie	DODWELL & Co., Ltd.	On 12th inst.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 26th inst., at 7 A.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. CO.	On 26th inst., at 7 A.M.
TACOMA, B.C., & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	K. Kawano	CANADIAN PACIFIC R. CO.	On 26th inst., at 7 A.M.
TACOMA, B.C., & SEATTLE VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	K. Kawano	CANADIAN PACIFIC R. CO.	On 26th inst., at 7 A.M.
CALLAO IQUIQUE &c., via Japan Ports, &c.	BUYO MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 25th April, at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1m.	G. W. Eddy	TOYO KISEN KAISHA	On 27th April, at Noon
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 18th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	MELCHERS & Co.	On 25th inst., at D'light
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 15th April, at Noon
KOBE & YOKOHAMA	ITO MARU	Jap. str.	—	D. Lens	MELCHERS & Co.	About 8th inst.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	Hamilton	NIPPON YUSEN KAISHA	On 11th inst., at Noon
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	P. E. Cope	NIPPON YUSEN KAISHA	On 17th inst., at Noon
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 16th inst., at Noon
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	J. B. v. Damme Jellish	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
KOBE & YOKOHAMA	NANCHANG	Brit. str.	1m.	Kennie	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
KOBE & YOKOHAMA	NILE	Brit. str.	—	E. P. Martin, R.N.	P. & O. S. N. Co.	To-day, at 5 P.M.
KOBE & YOKOHAMA	KLEIST	Ger. str.	—	O. Pahnke	MELCHERS & Co.	About 9th inst.
KOBE & YOKOHAMA	BUJUN MARU	Jap. str.	—	Y. Fusono	OSAKA SHOSEN KAISHA	On 10th inst., at D'light
KOBE & YOKOHAMA	ANRU	Brit. str.	1m.	M. Courtney	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
KOBE & YOKOHAMA	CHOTANG	Brit. str.	—	Knaiss	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon
KOBE & YOKOHAMA	LIBERIA	Ger. str.	k.w.	Knaiss	HAMBURG-AMERICA LINE	On 12th inst.
KOBE & YOKOHAMA	CHINUA	Brit. str.	1m.	Broc	BUTTERFIELD & SWIRE	On 15th inst., at D'light
KOBE & YOKOHAMA	POLYNESIAN	Franch. str.	—	A. Kellie	MELCHERS & Co.	On 14th inst., at Noon
KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	H. Powell	NIPPON YUSEN KAISHA	On 16th inst.
KOBE & YOKOHAMA	CHINUA	Brit. str.	—	H. Powell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
KOBE & YOKOHAMA	DEVAKHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 17th inst.
KOBE & YOKOHAMA	CATHAY	Dan. str.	—	H. Koope	MELCHERS & Co.	Middle of Mar.
KOBE & YOKOHAMA	LIBERIA	Ger. str.	—	H. Koope	BUTTERFIELD & SWIRE	On 20th inst., at D'light
KOBE & YOKOHAMA	LIBERIA	Ger. str.	—	H. Koope	HAMBURG-AMERICA LINE	On 25th inst.
KOBE & YOKOHAMA	LIBERIA	Ger. str.	—	H. Koope	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	SHAKANO MARU	Brit. str.	—	S. Nagata	OSAKA SHOSEN KAISHA	To-day, at 2 P.M.
KOBE & YOKOHAMA	SORU MARU	Jap. str.	—	K. Sugi	OSAKA SHOSEN KAISHA	On 15th inst., at 10 A.M.
KOBE & YOKOHAMA	DAIOI MARU	Jap. str.	—	H. Maruyama	OSAKA SHOSEN KAISHA	On 13th inst., at 10 A.M.
KOBE & YOKOHAMA	KAIFONG	Brit. str.	—	Machias	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
KOBE & YOKOHAMA	HAIYANG	Brit. str.	—	Hodgins	BUTTERFIELD & SWIRE	On 12th inst., at 2 P.M.
KOBE & YOKOHAMA	HAIYANG	Brit. str.	—	J. S. Beach	DOUGLAS LARPAIK & Co.	To-day, at 10 A.M.
KOBE & YOKOHAMA	HAIYANG	Brit. str.	—	Evans	DOUGLAS LARPAIK & Co.	To-morrow, at 10 A.M.
KOBE & YOKOHAMA	KASHING	Brit. str.	—	T. W. Pickard	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
KOBE & YOKOHAMA	SINGAN	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 10th inst., at 9 A.M.
KOBE & YOKOHAMA	TAKING	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
KOBE & YOKOHAMA	YUENANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
KOBE & YOKOHAMA	ZAPIRO	Brit. str.	—	R. Rodger	SHAWAN, TOMES & Co.	On 12th inst., at Noon
KOBE & YOKOHAMA	TEAN	Brit. str.	—	A. W. Overbridge	BUTTERFIELD & SWIRE	On 15th inst., at 3 P.M.
KOBE & YOKOHAMA	LOONGRANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 3 P.M.
KOBE & YOKOHAMA	KUBI	Brit. str.	—	A. Fraser	SHAWAN, TOMES & Co.	On 15th inst., at Noon
KOBE & YOKOHAMA	HINGO MARU	Jap. str.	—	G. C. Hurry	OSAKA SHOSEN KAISHA	To-morrow
KOBE & YOKOHAMA	GAPRI	Ital. str.	—	M. B. Loko	CARLOWITZ & Co.	On 15th inst., at Noon
KOBE & YOKOHAMA	NAMSANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon
KOBE & YOKOHAMA	TIMARI	Dut. str.	—	Boutman	JARDINE, MATHESON & Co., Ltd.	Quick despatch.

## NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About Tuesday, 8th March
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW" Capt. C. Dewers	Wed., 9th Mar., at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST" Capt. O. Pahnke	About Wed., 9th March
MANILA, YAP, NEWGUINEA & BRISBANE SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Friday, 25th Mar., at D'light

For further Particulars, apply to  
 NORDDEUTSCHER LLOYD,  
 MELCHERS & Co.,  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 2nd March, 1910. [5]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
KUMERIC	6,232	J. Mathie	On 12th March
ATYMERIC	4,363	J. Boyd	On 7th April
SUVERIC	6,232	S. Shotton	On 5th May
OCEANO	4,537	P. W. Davies	On 11th June
KUMERIC	6,232	J. Mathie	On 5th July

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS,  
 QUEEN'S BUILDINGS.  
 Hongkong, 16th January, 1910. [8]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 14th Mar., p.m.
MARSEILLES, via PORTS	"ERNEST SIMONS" Capt. Girard	On 15th Mar., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIDE" Capt. Sellier	On 28th Mar., p.m.
MARSEILLES, via PORTS	"TONKIN" Capt. Charbonnel	On 29th Mar., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27-10s. up to £71-10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles. For Further Particulars, apply to  
 P. THOMAS, AGENT,  
 Queen's Building.  
 Hongkong, 2nd March, 1910. [2]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From St. John, N.B.
"EMPRESS OF JAPAN" SAT., 26th Mar.	"EMPRESS OF IRELAND" FRI., 22nd April
"EMPRESS OF CHINA" SAT., 23rd April	"EMPRESS OF IRELAND" FRI., 20th May
"EMPRESS OF INDIA" SAT., 13th May	"ALLAN LINE" FRIDAY, 10th June
"EMPRESS OF JAPAN" SAT., 4th June	"EMPRESS OF BRITAIN" FRI., 1st July
"EMPRESS OF CHINA" SAT., 25th June	"ALLAN LINE" FRIDAY, 22nd July

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Fast Mail "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus, via Canadian Atlantic Ports or New York £71-10 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71-10

and 1st Class Railway £245. "245." "245." First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Government, and to European Officials in the Service of China and Japan Government, and to European Officials in the Service of China and Japan Government.

For further information, apply to  
 D. W. CRADDOCK, General Traffic Agent for China,  
 Corner Feller Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH

## NAVIGAZIONE GENERALE ITALIANA (Florio and Balatino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN ADRIATIC, IONIAN and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BANGKOK, VALPARAISO, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI"  
 Captain Dini, will be despatched as above on TUESDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 4th March, 1910. [4]

## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."  
 HONGKONG, 12th August, 1909. [283]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE and YOKOHAMA .....	NILE Capt. C. P. Martin, R.N.R. ....	5 P.M., 8th March .....	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES .....	JAVA Capt. A. Thompson .....	10 A.M., 9th March .....	Freight only.
SHANGHAI .....	DEVANHA Capt. H. Powell .....	About 17th March .....	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL. ....	MACEDONIA ... Capt. J. D. Andrews, R.N.R. ....	Noon, 19th March .....	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 8th March, 1910.

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# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE	REMARKS
MANILA	"KASHING"	On 8th Mar., 3 P.M.		
SWATOW & SHANGHAI	"KASHING"	On 8th Mar., 4 P.M.		
HOIHOW and HAIPHONG	"SINGAN"	On 10th Mar., 4 A.M.		
AMOI, MANILA, CEBU and ILOILO	"KAIPO"	On 10th Mar., 4 P.M.		
SHANGHAI	"ANHUI"	On 10th Mar., 4 P.M.		
NEWOWHANG	"NANCHANG"	On 10th Mar., 4 P.M.		
SHANGHAI	"CHINHUA"	On 13th Mar., 4 P.M.		
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 14th Mar., 4 P.M.		
MANILA	"TEAN"	On 15th Mar., 3 P.M.		
SHANGHAI	"CHENAN"	On 17th Mar., 4 P.M.		
SHANGHAI	"LINAN"	On 20th Mar., 4 P.M.		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australian, New Zealand and  
Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior  
Passenger accommodation with Electric Light throughout and Electric Fans in the State-  
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN,"  
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout  
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai  
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze  
and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY  
Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
transshipment at Woosung.

FARE, 8/6 SINGLE and 8/0 RETURN.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
HONGKONG, 8th March, 1910.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	Middle of March.
COPENHAGEN and BALTIC PORTS	"YEDDO"	Beginning of April.

For Further Particulars apply to  
HONGKONG, 28th February, 1910.

MELCHERS & CO.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST HAVING SPACIOUS ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYAN," Capt. J. S. Roach	SWATOW, AMOI and FOOCHOW.	TUESDAY, 8th Mar., at 10 A.M.
"HAIYUN," Capt. Evans	SWATOW	WEDNESDAY, 9th Mar., at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	AMOI and FOOCHOW.	SATURDAY, 12th Mar., at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL  
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR  
BLAKE PIER).

\* Swatow for Passengers only.  
For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 8th March, 1910.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE	REMARKS
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 8th Mar., Noon.		
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 9th Mar., Noon.		
SHANGHAI	"CHOYANG"	Friday, 11th Mar., Noon.		
MANILA	"YUENSANG"	Friday, 11th Mar., 4 P.M.		
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 15th Mar., Noon.		
MANILA	"LOONGSANG"	Friday, 18th Mar., 4 P.M.		

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "CHOYANG" leave about every 3 weeks for  
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First Class Passengers and are fitted throughout  
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang  
Telephone No. 215, Bal. Exch. 4.

For Freight or Passage, apply to—  
JARDINE, MATHESON & Co., Ltd.,  
HONGKONG, 8th March, 1910.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 12th Mar., Noon.
RUBI	2540	A. Fraser	Manila	On 19th Mar., Noon.

For Freight or Passage apply to  
HONGKONG, 7th March, 1910.

SHEWAN, TOMES & Co.,  
General Managers.

# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAIRING Cargo at Through Rates to all European North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Sea and Baltic Ports,  
and all North and South American Ports  
via the Company's Arabian and Persian Service to  
Arabian and Persian Gulf Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to  
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. LIBERIA ... 12th March.	S.S. SEGROVIA ... 13th March.
S.S. ALESIA ... 25th March.	FOR MARSEILLES & HAMBURG:
S.S. ANDALUSIA ... 8th April.	S.S. SLAVONIA ... 15th March.
S.S. SILESIA ... 21st April.	FOR HAVRE & HAMBURG:
	S.S. SAXONIA ... 22nd March.
	FOR ROTTERDAM & HAMBURG:
	S.S. SAMBIA ... 27th March.
	FOR MARSEILLES & HAMBURG:
	S.S. SPEZIA ... 3rd April.

Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
HONGKONG, 25th February, 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATES
S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
HONGKONG, 31st January, 1910.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
- SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

TONS.

SAILING DATES.

		<b>ATSUTA MARU</b> Capt. Wm. Thompson, 9,000	<b>WED'NAY, 16th Mar.</b> at Daylight.
		<b>KANAGAWA MARU</b> Capt. J. Nagao, 7,000	<b>WED'DAY, 23rd Mar.</b> at Daylight.
MARSEILLES, LONDON and ANTWERP. via SINGA- PORE. PENANG. COLOMBO and PORT SAID ... ..		<b>HITACHI MARU</b> Capt. N. Mathieson, 7,000	<b>WED'DAY, 30th Mar.</b> at Daylight.
		<b>MIYAZAKI MARU</b> Capt. T. Mura, 9,000	<b>WED'DAY, 13th</b> April, at Daylight.
<b>VICTORIA B.C. &amp; SEATTLE</b>		<b>KAMAKURA MARU</b> Capt. K. Kori, 7,000	<b>SATURDAY, 23rd</b> April, from Kobe.
<b>VICTORIA, B.C. and</b>	<b>\$</b>	<b>AWA MARU</b> Capt. S. Ishikawa, 7,000	<b>TUESDAY, 29th</b> Mar., at Noon.
<b>SEATTLE, via SHANGHAI,</b>	<b>\$</b>	<b>INABA MARU</b> Capt. K. Kawan, 7,000	<b>TUESDAY, 29th</b> April, at Noon.
<b>MOJI, KOBE, YOKKAICHI,</b>			
<b>and YOKOHAMA ... ..</b>			
<b>SYDNEY and MELBOURNE</b>		<b>KUMANO MARU</b> Capt. M. Winsler, 6,000	<b>FRIDAY, 18th Mar.</b> at Noon.
<b>via MANILA, THURSDAY</b>		<b>YAWATA MARU</b> Capt. T. Sekino, 5,000	<b>FRIDAY, 15th</b> April, at Noon.
<b>ISLAND, TOWNSVILLE</b>			
<b>and BRISBANE ... ..</b>			
<b>BOMBAY via SINGAPORE</b>	<b>*</b>	<b>BINGO MARU</b> Capt. G. C. Hurry, 7,000	<b>WED'DAY, 9th</b> March.
<b>and COLOMBO ... ..</b>			
<b>KOBE and YOKOHAMA</b>	<b>{</b>	<b>IYO MARU</b> Capt. Harrison, 7,000	<b>FRIDAY, 11th</b> Mar., at Noon.
<b>NAGASAKI, KOBE and</b>	<b>{</b>	<b>YAWATA MARU</b> Capt. T. Sekino, 5,000	<b>WED'DAY, 16th</b> Mar., at Noon.
<b>YOKOHAMA ... ..</b>	<b>{</b>		
<b>SHANGHAI, MOJI and</b>	<b>†</b>	<b>YETOROFU MARU</b> Capt. A. Keith, 5,000	<b>WED'DAY, 16th</b> March.
<b>KOBE ... ..</b>	<b>{</b>		
<b>KOBE and YOKOHAMA</b>	<b>{</b>	<b>KITANO MARU</b> Capt. F. E. Cape, 9,000	<b>THURSDAY, 17th</b> Mar., at Noon.

\$ Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-trip World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail from Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

KUSUMOTO

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-  
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION  
PLAYS OF 1910.

Head Office for the Far East—  
16, DEE-YEE-ROAD,  
HONGKONG.

Japan Office—  
14, WATER STREET,  
YOKOHAMA.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)

# TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND  
RAILWAY AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto, "SEATTLE MARU" Capt. T. Saito	6,178 6,182	WEDNESDAY, 23rd March, at Noon. WEDNESDAY, 20th April, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage  
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given towards Express connection.

# HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAKAO & ANPING	"SHAKANO MARU" Capt. S. Nagata	TUESDAY, 8th Mar., at 2 P.M.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 10th Mar., at Daylight.
TAMSUI via SWATOW & AMOI	"DAIGI MARU" Capt. M. Murayama	SUNDAY, 13th Mar., at Noon.
ANPING via SWATOW & AMOI	"SOSHU MARU" Capt. K. Suoi	WEDNESDAY, 16th Mar., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.  
First Class Cuisine.  
The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class  
Cabin AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local  
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER

# SHIPPING IN PORT.

STEAMERS.	REMARKS.
AMIGO, German str., 822, H. Fransson, 4th March—Haiphong and Hoihow 2nd Mar., General—Jensen & Co.	
ANCHOR, German str., 1,011, C. Kumpel, 3rd March—Bangkok 22nd February, Rice and Meat—Butterfield & Swire.	
ANURI, British str., 1,325, J. B. Harris, 6th March—Shanghai 5th March, General— Butterfield & Swire.	
BUJUN MARU, Japanese str., 1,374, Y. Fushino, 6th March—Swatow 5th March, General— Osaka Shosen Kaisha.	
CARL DIEDERICHSEN, German str., 774, J. Kasper, 27th Feb.—Haiphong and Hoihow 23rd Feb., General—Jensen & Co.	
CHANGHONG, British str., 1,235, Ross Lewis, 5th March—Dahly and Chafes 1st March, Beans—Butterfield & Swire.	
CHINA, American str., 1,163, D. B. Friele, 1st March—San Francisco 1st Feb., General— P. M. S. Co.	
CHUYEN, Chinese str., 1,171, C. Stewart, 2nd March—Shanghai 29th Feb., General— C. M. S. N. Co.	
CHOWPA, German str., 1,055, F. Schmetz, 6th March—Bangkok 27th Feb., Timber and Rice—Norddeutscher Lloyd.	
Davison, R.N.E., 4th March—Vancouver 10th Feb., Mails and General—C. P. R. Co.	
FRI, Norwegian str., 860, N. Angersen, 4th March—Saigon 27th Feb., Rice—Agard, Thorsen & Co.	
FURUKA MARU, Japanese str., 1,946, S. Kuma- zaki, 28th Feb.—Moji 28th Feb., Coal—Mitani Bussan Kaisha.	
HAIYAN, British str., 1,183, J. S. Roach, 6th March—Foochow, Amoy and Swatow 5th March, General—Douglas, Lapraik & Co.	
HONGKONG, British str., 2,056, Holmes, 4th March—Singapore 26th Feb., General— C. M. S. N. Co.	
ICRANG, British str., 1,228, Taebben, 25th Feb.—Chinkiang 19th Feb., General— Butterfield & Swire.	
KASHING, British str., 1,238, Laver, 9th Feb.— Chinkiang 5th Feb., General—Butterfield & Swire.	
KUTSANG, British str., 4,865, K. C. D. Bradley, 2nd March—Calcutta via Singapore 25th Feb., General—Jardine, Matheson & Co.	
KWANTON, Chinese str., 1,556, W. H. Lunt, 6th March—Shanghai 3rd March, General— C. M. S. N. Co.	
LAETTES, British str., 1,340, Frampton, 23rd Feb.—Saigon 18th Feb., General—W. Fetling.	
LAISANG, British str., 1,544, M. Picknell, 1st March—Saigon 24th February, Rice— Jardine, Matheson & Co.	
MACHAO, British str., 4,275, Long, 6th Mar. —Amoy 5th March, General—Butterfield & Swire.	
MICHAEL JENSEN, German str., 951, J. Peter- sen, 3rd Mar.—Swatow 2nd Mar., Ballast— Jensen & Co.	
NAMSANG, British str., 2,591, P. M. B. Lake, 3rd March—Moji 27th Feb., General— Jardine, Matheson & Co.	
NANCHANG, British str., 1,062, Spink, 2nd Feb.—Chefoo and Weihaiwei 28th Jan., Butterfield & Swire.	
PROMETHEUS, Norwegian str., 1,024, O. Kerrellsen, 4th March—Bangkok 23rd Feb. and Swatow 3rd March, Rice and General—Agard, Thorsen & Co.	
PRUTH, British str., 2,067, Gase, 3rd March— Salif 1st February, Salt—Doddwell & Co.	
SEANG BEE, British str., 5,789, W. T. Larkins, 20th Feb.—Amoy 20th Feb., General— Seang BEE Hong.	
SHANAN MARU, Japanese str., 2,054, K. Nagata, 27th Feb.—Karatsu 21st Feb., Coal—Shewan, Tomes & Co.	
SHANGI, British str., 1,229, G. Erby, 9th Feb. —Saigon 4th Feb., General—Butterfield & Swire.	
SIGNAL, German str., 907, G. Schalkier, 28th February—Saigon 24th February, Rice— Jensen & Co.	
SINGAN, British str., 1,647, F. Jamieson, 5th March—Haiphong 27th Feb. and Hoihow 5th March, General—Butterfield & Swire.	
SCOTTON HALL, British str., 2,870, W. J. Hansford, 28th Feb.—New York 24th Feb., Coal—Standard Oil Co.	
TACOMA MARU, Japanese str., 6,178, H. Yama- moto, 6th March—Manila 4th March, General—Osaka Shosen Kaisha.	
TAISHAN, British str., 1,140, J. F. Laing, 5th March—Hongkong 3rd March, Coal and General—Butterfield & Swire.	
TAIWAN, British str., 1,042, Jenkins, 2nd Mar. —Saigon 25th Feb., Rice—Butterfield & Swire.	

# SHIPPING IN PORT.

STEAMERS.	REMARKS.
Alacrité, despatch boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Shanghai.	
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain F. E. C. Ryan, Hongkong.	
Bedford, 1st class cruiser, Capt. E. S. Fitzher- bert, R.N., Hongkong.	
Brantley, gunboat 710 tons, 900 h.p., Lieut. Comdr. Hon. R. O. B. Bridgeman, Shanghai.	
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Shanghai.	
Cadmus, British ship, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.	
Cherub, water tank and tug, 390 tons, 300 h.p. Master S. West, Hongkong.	
Clio, British ship, 1,070 tons, Comdr. C. T. Barnett, Shanghai.	
Fame, torpedo-boat destroyer, 510 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Hongkong.	
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Roland Nugent, Hongkong.	
Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.	
Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Monro, Hong- kong.	
Janus, torpedo-boat destroyer, 235 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hong- kong.	
Kent, 1st class cruiser, 9,300 tons, 14 guns, 22,000 h.p., Capt. G. C. A. Marescaux, Hongkong.	
King Alfred, 1st class cruiser, Flagship of H.M. Coastguard, 14,100 tons, 14 guns, 30,000 h.p., Capt. L. Clinton- Baker, en route Colombo.	
Kinsale, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.	
Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. F. H. Walter, Borneo.	
Memphis, cruiser, 9,900 tons, Capt. G. W. Smith, en route Singapore.	
Moorehead, 7th class cruiser, 360 tons, 2 guns, Lieut. Comdr. G. P. Leith, Hongkong.	
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. S. Boy, R.N., Yangtze.	
Other, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 h.p., Lt. Comdr. B. J. D. Guy, V.C., Hongkong.	
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, West River.	
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. E. Tickle, West River.	
Saigun, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Alan Dixon, Yangtze.	
Taka, torpedo boat destroyer Gunner Barlow, Hongkong.	
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Lyon, Hongkong.	
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. E. Godfrey, Yangtze.	
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. E. A. A. A. Yangtze.	
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Commander. Stevenson, Hongkong.	
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. H. P. Douglas, Hong- kong.	
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. Fremantle, Hongkong.	
Widgeon, gunboat 195 tons, 2 guns, 800 h.p. Lt. Comdr. John F. Knox, Yangtze.	
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. R. E. V. Forrest, Borneo- Yangtze.	



LE for the Concerned at 10A. Des Vaux Road  
Fleet Street, E.C.